



*\$16/ft.  
min*

# APPRAISAL REPORT

FIRST AVENUE SOUTH BRIDGE PROPERTY

(ALSO KNOWN AS AWE PROPERTY)

OWNED BY

LYNDEN TRANSPORT INC.

PREPARED FOR

MR. JAMES H. JANSEN, PRESIDENT

LYNDEN TRANSPORT INC.

APPRAISAL DATE

NOVEMBER 2, 1979

## GENERAL APPRAISAL COMPANY

*Established 1902*

GENERAL APPRAISAL COMPANY 200-1st Avenue West, Seattle, Washington 98119 Area 206: 283-6655

November 26, 1979

Mr. James H. Jansen, President  
Lynden Transport, Inc.  
5615 West Marginal Way Southwest  
Seattle, Washington 98106

Re: Market Value Appraisal of the First Avenue South Bridge  
Property, also known as the AWE Property, located at  
7100 Second Avenue South, Seattle, Washington.

Dear Mr. Jansen:

As requested, an inspection has been made of the above  
referenced property together with an analysis of the local  
real estate market for the purpose of estimating the market  
value as of November 2, 1979.

Based on the appraiser's investigation and analysis, it is  
our opinion that the market value of the fee owned subject  
property is:

ONE MILLION DOLLARS


( \$1,000,000 )

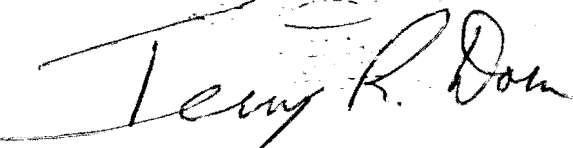
However, if the adjoining leased state land and the city land  
used under permit was made available to Lynden Transport at  
the current favorable rates without cancellation for a term  
corresponding to the state lease, then the value would be  
approximately \$1,400,000.

Your attention is invited to the following report which con-  
tains the data and analysis from which the final conclusion  
of value was derived.

Yours very truly,

GENERAL APPRAISAL COMPANY

  
C. F. Thomas  
Vice President

  
Terry R. Dorn, M.A.I.  
Appraiser



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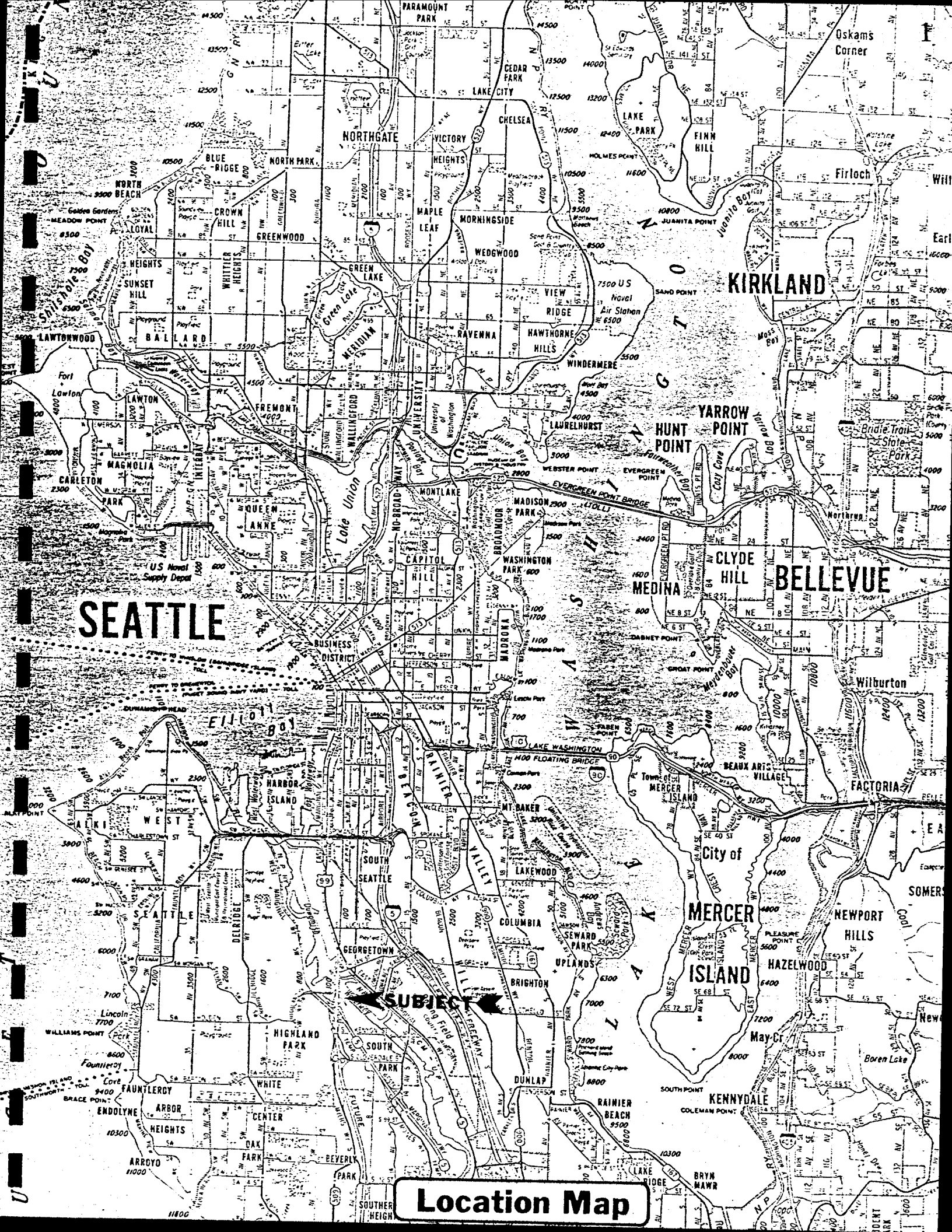
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PART I - PREFACE



**Location Map**

ASSUMPTIONS AND/OR LIMITING CONDITIONS

1. That the title to the property appraised is merchantable and that no liability is assumed regarding matters of legal character affecting the property such as title defect, encroachments, liens, etc.
2. That the appraisal is to be used only in its entirety. The values of the various segments are their estimated contribution to the overall value of the property. The distribution of total valuation between land and improvements is made only for convenience in comparison and applies to the utilization of the property to its highest and best use.
3. That the maps and drawings included in this report are included to assist the reader in visualizing the property; however, no responsibility is assumed as to their exactness.
4. Data provided by others has been reasonably well checked and is assumed to be correct.
5. Neither all nor any part of the contents of this report or copy thereof, shall be used for any purpose by any but the client without the previous written consent of the appraiser and/or the client; nor shall it be conveyed to the public through advertising, public relations, news, sales or other media, without the written consent and approval of the appraiser, particularly as to value conclusions, the identity of the appraiser or the firm with which he is connected, or any reference to any professional affiliation or any initialed designations conferred upon the appraiser.
6. The employment of the appraiser does not include an obligation on his part to give testimony or attendance in court with reference to the property being appraised unless arrangements have been made previously. Compensation for time in court including pretrial preparation will be in addition to the appraisal fee.



Purpose of the Appraisal:

The purpose of the appraisal is to estimate the current market value of the subject property under two premises:

Premise 1: The fee simple value of the tract owned by Lynden Transport as influenced by adjoining land leased from the State of Washington and used under permit from the City of Seattle.

Premise 2: Market Value Appraisal of the fee simple interest in the land owned by Lynden Transport, Inc. plus the leasehold value in the State of Washington lease and the City of Seattle use permit assuming that the current rental rates prevail without cancellation throughout the remaining 24 year term of the State of Washington lease.

It is recognized by the appraiser that the first premise is the most realistic and represents true and fair value as defined within this appraisal report. The second premise, although possible is unrealistic and not recognized by the market.

Definition of Market Value:

Market Value has been legally defined as:

"The price the subject property will bring when offered for sale by one who desires but is not required to sell, and is sought by one who desires but is not required to buy after due consideration of all elements reasonably affecting value."





Definition of Leasehold Value:

"The value of the present (discounted) worth of the rent saving, when the contractual rent at the time of appraisal is less than the current market rent."

Property Rights Appraised:

Property rights herein appraised under the First Premise are the fee simple interest, free and clear of all liens and encumbrances. Under the Second Premise the property rights appraised include the fee simple interest and the leasehold interest.

Dates of Inspection:

October 30 and November 2, 1979

Date of Valuation:

November 2, 1979

PART II - ANALYSIS AND VALUATION

The Pacific Northwest is generally defined as the States of Washington, Oregon, Idaho and that portion of the State of Montana lying west of the Rocky Mountains. This is an area largely tributary to the Columbia River and the Pacific Ocean supporting a population of approximately 7 million. Although it is a vast area comprising 10% of the land mass of the United States and contains within its borders a great diversity of climate, topography and economic pursuits, it has a relatively small portion of the national population, or 3.2% of 219 million.

Within this Northwest area are three major sub-regions encompassing 80% of the region's population: The Puget Sound, the Lower Columbia, and the Inland Empire Regions, each with its own economic capital being Seattle, Portland and Spokane respectively. The smallest of the sub-regions in geographic area and the largest in economic importance is the Puget Sound Region comprising about 34% of the Pacific Northwest population and some 40% of its industry.

This "Puget Sound Country" lies between the eastern shores of Puget Sound and the western slopes of the Cascade Mountain Range. It is a strip varying in width from 30 to 50 miles and is approximately 100 miles long. It is a salt water inlet with an irregular coast line and numerous bays, tidal flats, beaches and several deep water harbors. The climate is temperate with small daily variations. The yearly mean temperature is from 48 to 52° with freezing weather seldom being experienced in the winter and the



mid-summer temperature rarely exceeding 80°. Within this region the average precipitation varies from 30 to 60 inches a year which is far less than other desirable areas within the United States.

Historically, lumbering, fishing, agriculture and commercial shipping have made up the economic base of this region. However, in the last 25 years or so manufacturing activities and tourism have become a more important part of the economy. A diversity of natural resources such as low cost power and a plentiful water supply as well as excellent transportation facilities are the primary amenities attracting industrial development. The growth in tourism is a reflection of the natural attractions of a mild climate, scenic mountains, coastal areas and extensive waterways for sportsmen and vacationers.

In contrast to the general national economy, local economists report that the Pacific Northwest beginning in 1979 has a strong and improving economy on a broad front which includes most of the state's industries. Boeing alone, which impacts the area's economy to a great degree, will be adding approximately ten thousand workers per year over the next three years. The predicted population increase for the Seattle metropolitan area is 100,000 residents per year over this same period. Adding to this optimistic outlook is increased trade with Japan and more recently China. The Puget Sound has a number of improving ports which can

best serve Far East trade. Seattle is also the central shipping point for the large volume of freight supplying Alaska.

There are some trouble spots on the horizon, however, if inflation and the spiraling cost of energy cannot be controlled.

There is no guarantee that orders for Boeing aircraft will not be cancelled or delivery timetable rescheduled for later dates.

At present, however, the Seattle metropolitan area appears to be in better shape economically than the rest of the nation as a whole. This enviable position will most likely remain until 1983 as long as the Boeing Company can grow as predicted.

The subject property is located in the West Duwamish Waterway Industrial area which lies north of South Park and South of Harbor Island. It is a relatively narrow strip bounded on the east by the west shore of the Duwamish Waterway, on the west by the steep bank which slopes-up from West Marginal Way to West Seattle. The Seattle Central Business District is about 3 miles north of the subject property via the First Avenue South Bridge.

Access to the neighborhood is primarily across the First Avenue South Bridge, portions of which surround the subject property. There is also access along West Marginal Way from the Spokane Street Viaduct.

Industrial development in the neighborhood in the past has been relatively slow compared to the industrial neighborhood which lies east of the Duwamish Waterway. The primary reason that development is slower is the inadequacy of the access to the neighborhood. Both the First Avenue South Bridge and the Spokane Street Viaduct are obsolete from the standpoint of the traffic that they can handle. New high capacity bridges are planned for both crossings but actual construction of the First Avenue South Bridge is far in the future. In the meantime, development in the subject neighborhood is slow and real estate land values are relatively low (about half of the value of the land lying easterly of the Duwamish Waterway).

The neighborhood is developed with a mixture of older houses which are slowly being replaced by industrial uses, light industrial plants which are mostly located on the west side of West Marginal Way Southwest and heavy industrial plants which are generally located along the Duwamish Waterway. The future trend will be more towards the light industrial uses as the heavy industrial sites are for the most part already developed.

In spite of the relatively poor access to the neighborhood, the future is expected to show an increasing trend towards development of the remaining vacant land. The reason for this is that available close-in sites with good access are becoming increasingly more difficult to obtain, thus the sites that were less desirable in the past are the ones that are now being developed. This improving trend should be reflected in a general increase in land values which will in turn benefit the subject property.





## SUBJECT PROPERTY DATA

Owner:

Lynden Transport, Incorporated

Note: Included in this analysis is land owned by the State of Washington and leased on a long term basis to Lynden Transport, Inc. Also included is land owned by the City of Seattle which Lynden Transport, Inc. uses on a permit basis. Lynden Transport, Inc. in turn leases a substantial portion of the property to Associated Bus Company.

Summary of Lease Data:

## State of Washington Lease:

|                |  |
|----------------|--|
| Land Area:     | 136,750 Square Feet  |
| Date of Lease: | June 8, 1978   |
| Term:          | 25 Years plus 5 five year options  |
| Rent:          | \$1,090 per month with rent adjustments every 5 years based on 8.4% per year of the appraised value. |
| Expenses:      | All paid by Lessee   |

## City of Seattle Permit:

|             |   |
|-------------|---|
| Land Area:  | 248,950 Square feet                           |
| Date:       | September 1978                                |
| Term:       | Year by Year                                  |
| Annual Fee: | \$37,342.50 Paid at the beginning of the term |
| Expenses:   | All paid by permittee                         |



Associated Bus Company Lease:

|                 |   |
|-----------------|---|
| Size:           | 4 Acres, fee simple and approximately 80% of leased and permit land.                          |
| Date:           |   |
| Original Lease  | July 22, 1977   |
| First Addendum  | July 31, 1978   |
| Second Addendum | November 30, 1978   |
| Term:           | 3 Years plus 1 three year option  |
| Rent:           | \$11,496 per month plus amortization of the cost of improvements made and paid for by Lessor. |
| Expenses:       | Lessee pays his pro-rated share of all expenses which includes 76% of all real estate taxes.  |

Subject Address:

7100 Second Avenue South, Seattle, Washington

Location:

Directly under and adjacent to the First Avenue South Bridge elevated ramps on the west side of the Duwamish Waterway.

Legal Description:

Fee Owned Land:

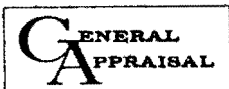
That portion of Government Lot 8 in Section 29, Township 24 North, Range 4 East, W.M., and of the abandoned bed of Duwamish River fronting thereon, described as follows:

Beginning at the point of intersection of the Southwesterly margin of Commercial Waterway District No. 1 right-of-way with the Government Meander line on the left bank of Duwamish River, and running thence Westerly along said Government Meander Line to a point thereon which is intersected by the Westerly line of Portland and Puget Sound Railway Addition, as per plat recorded in Volume 5 of Plats, on page 74, records of King County, extended Northerly, said point being the true point of beginning of the tract herein described; thence Southeasterly, along the extended Westerly line of said Portland and Puget Sound Railway Addition, to its intersection with the line of ordinary high tide on the left bank of Duwamish River; thence Westerly and Northwesterly, along said ordinary high tide line, to its intersection with the Southerly line of Seaport Addition, as per plat recorded in Volume 19 of Plats, page 60, records of King County; thence South 84° 54' 45" West along said Southerly line, to its intersection with the Easterly margin of right-of-way conveyed to the State of Washington, under deed dated July 3, 1953, and recorded under Auditor's File No. 4362587, records of King County, or of said Easterly line extended Southerly; thence Northerly, along said Easterly line, or said extended line to intersect the Government Meander Line on the left bank of said Duwamish River; thence Easterly along said Government Meander Line, to the true point of beginning.

Situate in the County of King, State of Washington.

Leased Land:

There is no legal description for the leased land, thus reference is made to the site plan which pictorially displays the fee owned and leased land areas.



### Land Description:

#### Size and Shape:

The fee owned portion of the subject property is irregular in shape but has a basic triangular configuration. The diagonal of the triangle follows the Duwamish Waterway while the short side of the triangle forms the south boundary and the right angle forms the west boundary.

|            |  |
|------------|--|
| Land Area: | 176,854 Square Feet +/-<br>equals 4.06 Acres |
|------------|--|

Reference is herein made to the site plan in the addenda of the report which shows the property's shape and dimensions. Also shown is the relative location of the improvements on the site.

The land leased from the State of Washington and that used under permit from the City of Seattle lies west of the fee owned site and these also are irregular in shape. The use of this land includes that area which lies underneath the roadway structures of the First Avenue South Bridge.

#### Land Area:

|                                     |   |
|-------------------------------------|---|
| State of Washington Lease           | 136,750 Square Feet<br>equals 3.14 Acres      |
| City of Seattle Permit              | 248,950 Square Feet<br>equals 5.72 Acres      |
| Total Land Area Owned and<br>Leased | 562,554 Square Feet +/-<br>equals 12.92 Acres |

**Frontage and Access:**

The fee owned portion of the subject property fronts for 828 feet on the Duwamish Waterway. There is no road frontage along any portion of the fee owned land. Road access is only across leased land.

The City of Seattle permit land fronts for approximately 330 feet on Second Avenue Southwest which forms the westerly boundary of the herein described property. Direct road access to the leased property is along this frontage which also provides indirect access to the fee owned land. There is also potential access at the end of the access road constructed by the State in conjunction with the First Avenue South Bridge. This access road terminates at the southeast corner of the City Permit land where there is a gate at this point of the chain link fence which surrounds the subject site.

Assuming the city owned land will be available to the fee land owner on a continuing basis access is adequate for the present use of the property and for most allowable industrial uses. However, as mentioned earlier, access to the neighborhood via the First Avenue South Bridge and the Alaskan Way Viaduct are inadequate as far as their capabilities of handling current traffic loads. Improvements are planned for both of these arterials, however, the implementation of these improvements is uncertain.



Most likely is the construction of the West Seattle Bridge at Spokane Street. Federal funding of the major bulk of the cost for this bridge has been assured and design details are now being worked out. However, the project will probably not be completed for another four to five years.

#### Topography, Soil and Drainage:

The subject property is level and totally cleared. It lies at grade with Second Avenue Southwest and has a river deposited, silty loam soil which provides for adequate drainage of surface water. The soil is generally inadequate for supporting heavy framed buildings without piling. The soil does support buildings the size of the subject structures.

Natural drainage of rain water is provided by ditches which direct the water to the Duwamish Waterway and prevents any problems of flooding or standing water. There is such a ditch running along the southerly boundary of the fee owned portion of the subject property. The subject site has several storm drainage catch basins which collect the water and through culverts divert it to the Duwamish Waterway.

#### Utilities:

Utilities which serve the subject property include 440 volt, 3-phase electric power, city water, sanitary sewers, natural gas



and telephone. These utilities enter the property at Second Avenue Southwest and appear to be in sufficient quantities to satisfy the needs for its present use or any possible future uses.

#### Zoning:

This tract is zoned IG, a General Industrial zone of the City of Seattle. This zone was established to provide a greater range of General Industrial activities with provision for protecting adjacent residential uses. A great number of uses are allowed including machine shops, equipment repair shops, warehousing, and general storage.

The subject property as utilized conforms with this zone.

#### Improvement Descriptions:

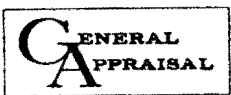
The subject property is improved with a wood frame office building, a wood frame, metal clad truck repair shop, a steel frame, metal clad tire storage building all with an effective age of approximately 15 years and a new steel frame, metal clad bus repair shop.

Square Footage is as follows:

|                              |          |
|------------------------------|----------|
| Office <i>Unclad</i>         | 2,150 SF |
| Original Shop                | 4,000 SF |
| New Shop <i>Refrigerator</i> | 5,000 SF |
| Tire Warehouse               | 3,240 SF |



Other improvements include fencing, paving, fuel systems, and a barge unloading ramp on the Duwamish Waterway.



CONSTRUCTION DETAILS

Office:

The office is an "L" shaped structure of wood frame construction on piling with gable roof, shake roofing, painted bevel siding, aluminum sash windows, Romex wiring, fluorescent lighting, electric baseboard heating, asbestos tile floor finish and some indoor/outdoor carpeting, celotex ceiling finish, painted sheetrock interior wall finish with some veneer paneling and a men's and women's toilet with water closet and lavatory each.

Original Shop:

The original shop is of wood frame construction with enamelled, metal siding constructed on concrete perimeter wall footing and a 5" thick reinforced concrete slab floor. The structure has four overhead truck doors, glu-laminated beams supporting wood frame flat roof with composition roofing, conduit wired mercury vapor and fluorescent lighting, infrared ceiling suspended heat units, 18'x40' enclosed storage area with small office and lunchroom and a 12x15' raised shop office.

New Shop:

This is a steel frame, metal clad structure with concrete perimeter footing, 6" thick concrete floor slab, 6 roll-up truck doors, conduit wired fluorescent lighting, electric

infrared and unit heaters, two exhaust fans and one toilet which was built into the original shop. The structure is insulated and has a plywood wainscoting along the two ends. The north wall of the original shop and the south wall of the new shop addition are common and open.

**Tire Warehouse:**

This is a steel frame, metal clad open span structure on concrete slab foundation with one overhead door and minimum conduit wired incandescent lighting. Built into the structure is a 15x20' wood frame upholstery shop.

**Yard Improvements:**

Yard improvements include a three pump fuel island with one 12,000 gallon buried tank, a six pump fuel island with two 10,000 gallon buried tanks, a 10' wide by 50' long barge ramp projecting out into the Duwamish Waterway on piling support with dolphins and conduit wired lighting, yard lighting and fire protection system.

Improvement Condition and Functional Utility:

Overall the buildings appear to be in fairly good condition. The office is well worn from use but the basic superstructure appears to be solid. The layout of the building, however, is not very functional being added-on to several times creating a fairly unorganized floor plan. The original repair shop has received heavy use, however, considering its age its condition is not that bad. Of course the new repair shop is in excellent condition and very functional. The tire warehouse having no heat and only minimum wiring is not suitable for anything but storage. Structurally the building appears sound but is limited in its utility of use due to it having only one overhead door and no heat. Also the city is requiring a firewall along the west side which has not yet been installed.

Highest and Best Use:

Highest and best use is defined as that legal use which has the greatest probability of producing the highest land value as of the date of the appraisal.

As vacant, the highest and best use of the subject land is for open storage of water transported goods. The subject property is not suitable for construction of major improvements for warehousing or manufacturing because of its close location relative to the First Avenue Bridge structure and the property's limited access.

As improved, the property's highest and best use is for its present use for storage and servicing of mass transit vehicles. This use falls into the category of highest and best use as vacant. The improvements are minimal only in support of the present tenant needs.

Appraisal Process:

The value of the subject property is estimated by relating the basic economic, physical, governmental and social forces to the subject property, with particular emphasis on the interaction of supply and demand as analyzed in the market place.

Three basic approaches to value are normally utilized to derive an estimate of real estate value when indicated by the typical market investigated. These approaches are:

1. The Cost Approach
2. The Income Approach
3. The Sales Comparison Approach

Under each approach a value is indicated that is derived from a comparative analysis of the relationship of the market data to the subject property. The values indicated by the different approaches are correlated into a single probable market value by placing the greatest weight on the approach or approaches offering the greatest reliability.

In the cost approach, the purchaser-investor is assumed to consider producing, through new construction, a substitute property offering the same amenities as the property being appraised. The net cost of the improvements after deduction for accrued depreciation is the measure of their value to an informed purchaser-investor. This approach treats the property as a physical

entity, separable for valuation purposes into land and improvements. The estimate of accrued depreciation takes into consideration functional and economic obsolescence as well as physical deterioration. In this approach, the land is valued separately by a comparison approach and added to the estimate of depreciated value for the improvements.

In the income approach, the appraiser is attempting to simulate the thought processes and market behavior of representative owners and tenants. It is a process of forecasting future income receipts most likely to be generated by the subject property under competent management. The estimated future income receipts are then discounted to a present worth estimate at rates reflecting typical investor expectations and requirements.

The sales comparison approach is a process of comparing recent sales of similar properties to the subject property. When the available market data permits its use, this analytical method produces an indication of what the purchaser-investor would most probably have to pay for the same rights in existing substitute properties in the same market, as of the effective date of the appraisal. This approach is considered the most sensible and generally acceptable approach to valuation. It assumes that a prudent purchaser-investor, acting rationally, will pay no more than the cost to him of acquiring a substitute property offering the





same amenities. The greatest advantage of this approach is that it is relatively simple in concept and easily understood by non-appraisers.

The value estimates by the various approaches utilized are in the final analysis correlated into a single probable market value by placing the greatest weight on the approach or approaches offering the greatest reliability. The closer the value indication of the various approaches, the greater the reliability of the final estimate of value.

Site Valuation:

The value of the site as if unimproved is best estimated by direct comparison with comparable sales that have similar characteristics. A site is always valued for market value purposes as if vacant and available to be put to its highest and best use. The direct sales comparison approach is the most logical and sensible method of estimating the land value. This method is based on the principle that an investor will pay no more for a given site than the cost to him of acquiring an alternative site providing the same amenities.

An investigation of county records revealed several fairly recent sales of waterfront industrial tracts which have similar characteristics as the subject site. All of the sales but one are located on the Duwamish Waterway near the subject neighborhood. The one sale that is not on the Duwamish Waterway is located on the Lake Washington Ship Canal north of downtown Seattle but is affected by similar economic conditions. Also comparable sales are included of non-waterfront land located in the subject neighborhood which are used as support for estimating the fee simple value of the leased and permit land.

Following is a tabulation and discussion of those sales considered the most comparable to the subject property. Details of these sales are located in the addenda of the report.

## COMPARABLE WATERFRONT LAND SALE

| Sale No. | Grantor/Grantee        | Location                     | Date     | Price                   | Size      | Unit Price | Unit Price | Comparability                 |
|----------|------------------------|------------------------------|----------|-------------------------|-----------|------------|------------|-------------------------------|
| 1        | Osberg/Anderson        | South 93rd & 14th Ave. South | 1/15/79  | \$2,400,000             | 997,524SF | \$2.41/SF  | \$2.66/SF  | Inferior                      |
| 2        | Port/Walker            | 7500 8th Ave S.              | 12/12/78 | \$1,500,000             | 527,000SF | \$2.87/SF  | \$3.16/SF  | Comparable                    |
| 3        | Ideal/South Park       | 6901 Fox Ave.                | 9/26/79  | \$ 650,000              | 233,800SF | \$2.78/SF  | \$3.75/SF  | Superior after Time Adjustmen |
| 4        | Peter Pan/Marine Power | 6701 Fox Ave.                | 10/06/77 | \$ 847,500              | 320,000SF | \$2.65/SF  | \$3.35/SF  | Superior after Time Adjustmen |
| 5        | Reliable/Marine Power  | 6803 Fox Ave.                | 02/16/78 | \$ 770,000              | 230,878SF | \$3.34/SF  | \$4.35/SF  | Superior after Time Adjustmen |
| 6        | Midtown/WA Fish        | 1100 W. Ewing                | 11/14/77 | \$1,430,000<br>for land | 400,750SF | \$3.57/SF  | \$4.65/SF  | Superior after Time Adjustmen |

## COMPARABLE NONWATERFRONT LAND SALES

| Sale No. | Grantor/Grantee     | Location                             | Date     | Price       | Size      | Unit Price | Adj. Price | Comparability                           |
|----------|---------------------|--------------------------------------|----------|-------------|-----------|------------|------------|---|
| 1        | Delaney/Whse Assoc. | 205 S. Holden                        | 3/20/78  | \$ 138,000  | 55,000SF  | \$2.51/SF  | \$3.00/SF  | Comparable                              |
| 2        | Lynden/Farrell      | Cloverdale Interchange               | 3/29/79  | \$1,088,000 | 400,000SF | \$2.72/SF  | \$3.00/SF  | Superior                                |
| 3        | Newton/B & G        | N. E. Corner Kenyon @ 1st Ave. South | 1/10/79  | \$ 320,000  | 143,750SF | \$2.23/SF  | \$2.55/SF  | Comparable                              |
| 4        | Not Used            |                                      |          |             |           |            |            |   |
| 5        | Youngquist/Gratzer  | S. E. Corner 7th S. & S. Portland    | 12/20/78 | \$210,000   | 55,000SF  | \$3.82/SF  | \$2.82/SF  | Comparable except improvement has value |
| 6        | Yousoufian/Kidd     | S. W. Corner Kenyon & 1st Ave. South | 5/24/79  | \$ 662,640  | 272,360SF | \$2.43/SF  | \$2.75/SF  | Slightly Inferior                       |

COMPARABLE WATERFRONT SALE NO. 1: This sale is located nearly two miles southeast of the subject property on the west shore of the Duwamish Waterway. The site was purchased in January 1979 for \$2.41 per square foot. It is a large industrially zoned site which is presently being developed into an industrial park. The site requires some fill and grading before it is ready for development.

Overall, it is inferior to the subject property primarily due to its location further away from the concentrated industrial development of Seattle and because it requires some site preparation before development.

COMPARABLE WATERFRONT SALE NO. 2: This sale is located approximately 3/4 of a mile southeast of the subject property on the east side of the Duwamish Waterway and southwest of East Marginal Way South. It is a fairly large triangular shaped tract which is cleared and ready for development. It was purchased in December 1978 for \$2.87 per square foot and was recently leased based on a value of \$4.25 per square foot.

This sale's location somewhat away from established industrial development in Seattle with no frontage on a major arterial is considered comparable to the subject property. It is a fairly recent sale which requires some adjustment for time.

COMPARABLE WATERFRONT SALE NO. 3: This sale is located almost directly across from the subject property along the east shore of the Duwamish Waterway. It is a 5.33 acre tract purchased in September 1976 for \$2.78 per square foot. The physical characteristics of this sale are comparable to the subject property, however, its location on the east shore of the Duwamish Waterway is slightly superior. Also an adjustment upwards is required for increasing values due to the passage of time.

Overall this sale is slightly superior after this adjustment.

COMPARABLE WATERFRONT SALE NO. 4: Also located directly east of the subject property on the east shore of the Duwamish Waterway this sale occurred in October 1977 for \$2.65 per square foot. The old improvements on the property contribute little value to the new user who is now manufacturing ships on the site.

Overall after adjusting for increasing values due to the passage of time, the indicated value is slightly higher than that of the subject property's value.

COMPARABLE WATERFRONT SALE NO. 5: This is a second purchase by the same owners as the preceeding sale which is an adjoining property bought in February 1978 for \$3.34 per square foot. This site like the previous sale included old improvements which

contributed no value to the purchaser.

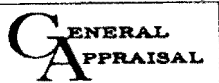
Overall after adjustment for time, the indicated value is slightly higher than the probable value for the subject property site.

COMPARABLE WATERFRONT SALE NO. 6: Located on the Washington Ship Canal north of downtown Seattle is a site purchased in November 1977 for \$1,800,000 which included a warehouse building valued at \$370,000. The indicated land value is thus \$1,430,000 or \$3.57 per square foot. The physical characteristics of this sale property are similar to the subject property's, however, its location is superior.

After adjustment for increasing values due to the passage of time, the indicated value of this sale is higher than that of the subject property's probable value.

COMPARABLE NON-WATERFRONT SALE NO. 1: This sale is located in the South Park area between the Duwamish Waterway and West Marginal South. The site was purchased in March 1978 for \$2.51 per square foot. All characteristics of this sale appear to be comparable to the land which is leased and used under permit, however, an adjustment is required for increasing values due to the passage of time.





COMPARABLE NON-WATERFRONT SALE NO. 2: This sale is located at the Cloverdale Street Interchange and occurred in March 1979 for \$2.72 per square foot. The property is larger than the subject leased and permit land and is superior in location and development potential. The indicated value for this sale after adjustment for time is higher than the probable market value of the leased and permit land.

COMPARABLE NON-WATERFRONT SALE NO. 3: Located at the northeast corner of South Kenyon Street and First Avenue South is a 143,750 square foot site which was purchased in January 1979 for \$2.23 per square foot. This sale is similar in physical characteristics and location. Therefore, after adjustment for increasing values due to the passage of time it is considered a good comparable sale for valuing the leased and permit land.

COMPARABLE NON-WATERFRONT SALE NO. 4: Not used.

COMPARABLE NON-WATERFRONT SALE NO. 5: This sale is located in the Southpark Industrial area between the Duwamish Waterway and West Marginal Way South. It is a 55,000 square foot site purchased in December 1978 for \$3.82 per square foot. Although this property is comparable in location and physical characteristics to the leased and permit property, it is improved with a small wood frame shop and office building which contributed some

value. Because of this the indicated value is probably somewhat higher than the value for the vacant leased and permit land.

COMPARABLE NON-WATERFRONT SALE NO. 6: Located at the southwest corner of South Kenyon Street and First Avenue South is a 272,360 square foot site purchased in May 1979 for \$2.43 per square foot. It is a very recent sale of a vacant site with comparable characteristics in location. No adjustment is necessary except for a slight increase in value due to the passage of time.

Based primarily on the foregoing comparable waterfront sales, and taking into consideration the fact that the fee owned land benefits by the availability of the land leased from the State of Washington and used under permit from the City of Seattle, it is the appraiser's opinion that the value falls near the upper range in value for waterfront sites. The indicated range in value is from \$2.65 per square foot to \$4.65 per square foot with the point of greatest probability for the subject property being \$3.75 per square foot or:

$$176,854 \text{ SF} @ \$3.75/\text{SF} = \$663,200 \text{ (Rounded)}$$

Without the benefit of the leased and permit land access to the property would be difficult if not impossible, thus its value would be substantially lower. However, it is the appraiser's



opinion that the state and city land will continue to be made available to the adjoining land owner and an investor would recognize this benefit and be willing to pay a premium for the land.

Leasehold Value in the Leased and Permit Land:

Making the assumption that the land lease from the State of Washington and the land used under permit from the City of Seattle continued to be made available at the prevailing rates for the remainder of the State of Washington lease term of 24 years, the following leasehold valuation is submitted. It should be noted here that in actual practice, the market would not recognize this assumption as being realistic, however, it is made upon the request of the client for comparison purposes. The value estimated above for the fee simple land is, however, realistic and is the probable value which would be recognized by the market.

In order to arrive at the leasehold value in this leased and permit land, the fee simple value must first be estimated. From the fee simple value is deducted the leased fee value which is the present worth of the anticipated income stream available to the lessors over the 24 year term plus the present worth of the reversion of the land 24 years hence. The difference between the simple value and the leased fee value is the leasehold value.

The following breakdown shows the calculations for estimating the leasehold value in the leased and permit land under the before mentioned assumption.



AWE PROPERTY

LEASEHOLD VALUATION

Fee Simple Value

385,700 Square Feet @ \$2.50/SF = \$964,200

Leased Fee Value (P.W. @ 10% for 24 Years)

State Lease \$ 1,090/Mo. x 109.0050 = \$118,815

City Permit \$ 37,342.50/Yr. x 8.9847 = 335,511

Reversion Value \$964,200 x .1015 = 97,866

Total Leased Fee Value \$552,200 (Rd.)

Leasehold Value

\$412,000

Whole Property Valuation:

In this cost approach, the New Replacement Cost is estimated by various techniques. The two widely accepted cost estimating services were reviewed by the appraiser, they are; The Boeckh Building Valuation Manual and the Marshall Valuation Service. These two services give square foot cost figures for both repair shops and office structures together with the necessary estimates for refining the square foot costs for differences between their models and the actual subject property.

In addition to these two cost services, the appraiser has been given the actual cost of construction of the new addition to the repair shop which was just recently completed. This actual cost of construction is very helpful in estimating the replacement cost of the original shop building.

From the estimate of replacement cost new is deducted depreciation which includes obsolescence as well as physical deterioration. The measure of physical deterioration comes from the appraiser's investigation and observation and is based primarily on the relationship of the remaining physical life relative to effective age. The level of use and maintenance of the building is considered as well as the chronological age in estimating the effective age of the physical assets. Buildings which are well maintained and are not abused often have an effective age which is less than chronological age.

In this appraisal the appraiser found some functional obsolescence in the office due to its add-on style of construction and congested traffic flow. The original shop and new shop addition reflect little if any functional obsolescence, however, the tire warehouse due to its lack of heating and adequate lighting as well as the need for a fire wall per city codes suffers from some functional obsolescence.

For purposes of this appraisal physical deterioration and functional obsolescence are combined under one depreciation figure.

Following is a breakdown of the cost approach in estimating the market value of the subject property.



## COST APPROACH

35

## Replacement Cost New

|                  |                       |   |                |
|------------------|-----------------------|---|----------------|
| Office           | 2,150 SF @ \$31.00/SF | = | \$ 66,650      |
| Original Shop    | 4,000 SF @ \$20.00/SF | = | 80,000         |
| New Shop         | 5,000 SF @ \$22.00/SF | = | 110,000        |
| Tire Warehouse   | 3,240 SF @ \$12.75/SF | = | 41,300         |
| Yard Improvement |                       |   |                |
| Fencing          |                       | = | 25,000         |
| Paving           |                       | = | 30,000         |
| Fuel Systems     |                       | = | 32,000         |
| Barge Ramp       |                       | = | <u>150,000</u> |

Total Replacement Cost

\$ 534,950

Less Depreciation *15Yrs*

|                   |       |               |
|-------------------|-------|---------------|
| Office            | @ 65% | 43,350        |
| Original Shop     | @ 50% | 40,000        |
| New Shop          | @ 05% | 5,500         |
| Tire Warehouse    | @ 65% | 26,850        |
| Yard Improvements |       |               |
| Fencing           | @ 15% | 3,750         |
| Paving            | @ 20% | 6,000         |
| Fuel Systems      | @ 10% | 3,200         |
| Barge Ramp        | @ 50% | <u>75,000</u> |

Total Depreciation

\$ 203,650

Total Depreciated Value of Improvements

\$ 331,300

Estimated Value of Fee Owned Land

665,000

Estimated Market Value of Fee Simple Value

\$ 996,300

Plus Leasehold Value in State &amp; City Land

\$ 412,000

Total Market Value Fee Simple and Leasehold

\$1,408,300

Rounded To

\$1,400,000



In a typical income approach, the potential net income the property is capable of generating as a rental unit is derived from the market by analyzing leases of similar properties. Because the subject is the only property of its kind in the area, an income approach based on the market is not possible. For purposes of this appraisal, the existing lease with Associated Bus Company is studied and the resulting net income is capitalized into value. The original lease was dated July 22, 1977 plus amendments in July 1978 and November 1978. The total rental currently being paid by Associated Bus Company after adjusting for a rental deferral is \$11,496 per month not including the cost of the new shop addition. It is a net lease with the only expense accruing to Lynden Transport being their own management cost. Management cost is estimated at 5% of the yearly rental leaving a net yearly income of \$131,050. Capitalizing this net yearly income at a probable risk rate of 12%, the indicated value is \$1,092,080 for the lease. Plus is added the cost of the new service shop at \$131,200 for a total value of \$1,223,000. This value does not include any contribution to value of the barge ramp or the land area reserved for use by Lynden Transport. This fact helps account for the difference in values shown by the Cost Approach and this Income Approach.



## SALES COMPARISON APPROACH

This is the same approach used for valuing the land and is a process of comparing sales of similar improved property with the subject valuation. As the subject property as improved is unique (it is one of a kind in Seattle) this approach cannot be used for valuing the whole property as improved.

Final Correlation and Conclusion of Value:

The indications of value for the subject property by the two approaches utilized are as follows:

Cost Approach

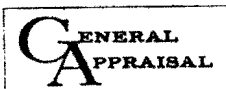
|                  |                   |
|------------------|-------------------|
| Fee Simple Value | \$ 996,350        |
| Leasehold Value  | <u>\$ 412,000</u> |
| Total            | \$1,400,000 (Rd.) |

Income Approach

|                                   |             |
|-----------------------------------|-------------|
| Total Fee Simple and<br>Leasehold | \$1,223,000 |
|-----------------------------------|-------------|

The cost approach is usually given major weight in appraising relatively new structures that suffer from only minimum physical deterioration and obsolescence. It is also given major weight in appraising special purpose property which is unique and not often found in the market. Not all the subject property improvements are new, however, they are relatively simple in design and construction, thus their contribution to value can be estimated fairly easily. Also since the land value, measured by a comparable sales approach, is a substantial portion of the total value, minor differences in improvement value are not significant. For the above reasons the cost approach is given considerable weight.

The income approach is a reliable indication of value if adequate market data is available. Since there is no market income data available, only the current lease to Associated Bus Company can be analyzed as a basis of value by this approach. However, it is a



relatively short term lease which does not include all the property (Lynden Transport Company reserves about 28% of the land area plus the barge loading ramp for their own use). Because of this the resulting value figure is lower than the probable total value including all the property. The results of this income approach do, however, lend support to the estimate of value by the cost approach.

After consideration of all pertinent market data and after placing greatest weight on the cost approach, the indicated market value for the subject property as of November 2, 1979 is as follows:

|  |                |
|--|----------------|
| Fee Simple Value                                       | \$1,000,000    |
| Plus Leasehold Value                                   | <u>400,000</u> |
| Total Indicated Market Value, Fee Simple and Leasehold | \$1,400,000    |

CERTIFICATION

I, the undersigned appraiser, do hereby certify that, except as otherwise noted in this appraisal report:

1. I have no present or contemplated future interest in the real estate that is the subject of this appraisal report.
2. I have no personal interest or bias with respect to the subject matter of this appraisal report or the parties involved, and that the values found by the appraiser are in no way contingent upon the employment of the appraiser or the compensation to be paid therefore.
3. To the best of my knowledge and belief the statements of fact contained in this appraisal report, upon which the analysis, opinion and conclusions expressed here are based, are true and correct.
4. This appraisal report sets forth all of the limiting conditions (imposed by the terms of my assignment or by the undersigned) affecting the analysis, opinion and conclusions contained in this report.
5. This appraisal report has been made in conformity with and is subject to the requirements of the Code of Professional Conduct of the American Institute of Real Estate Appraisers.
6. Unless otherwise stated within this report, I have personally inspected the property and no one other than the undersigned prepared the analysis, conclusions and opinions concerning real estate that are set forth in this appraisal report. If others participated in the preparation of this report, the undersigned appraiser has thoroughly reviewed the material and agrees with the analysis and conclusions.

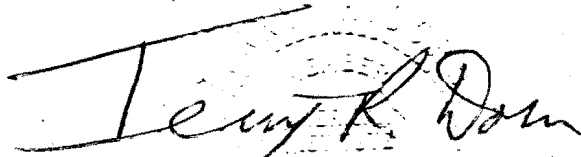
It is my opinion that the most probable Market Value of the fee owned subject property is:

ONE MILLION DOLLARS

( \$1,000,000 )

Respectfully submitted,

GENERAL APPRAISAL COMPANY

A handwritten signature in dark ink, appearing to read "Terry R. Dorn", is written over a faint circular stamp.

Terry R. Dorn, M.A.I.

Q U A L I F I C A T I O N SEDUCATION:

University of Washington, Seattle, Washington 1961-64. Graduated in 1964, B.A. in Business, Major in Real Estate and related studies in Economics, Finance and Architecture.

American Institute of Real Estate Appraisers:

Course I - "Principles of Appraising"  
Course II - "Urban Problems"  
Course IV - "Condemnation"  
Course VII - "Industrial Properties"

Society of Real Estate Appraisers:

Course 201 - "Principles of Income Property Appraising"

Numerous Seminars and Educational Conventions

EXPERIENCE:

1974 to

Present: General Appraisal Company, Seattle, Washington

Market value appraiser for Seattle office specializing in special purpose and industrial properties throughout the Northwestern states and Alaska. Expertise includes valuation of entire enterprises including intangibles.

1969-74: Employed with Macaulay & Associates, Ltd. Everett, Washington

Market value appraisal of various industrial, commercial, agricultural and residential real and personal property. Also including condemnation appraisals and feasibility studies.

1964-69: General Appraisal Company, Seattle, Washington.

Market value and insurance appraisal of commercial and manufacturing properties, including manufacturing equipment and machinery.

Appraisals have been made in the states of Washington, Oregon, Idaho, Montana, California, Alaska and a number of Eastern and Southern States.

Qualified as an expert witness in King, Whatcom, Snohomish and Yakima County Superior Courts.

PROFESSIONAL AFFILIATIONS:

Member: American Institute of Real Estate Appraisers (M.A.I.)  
National Board of Realtors.

## COMPANY QUALIFICATIONS

### ORGANIZATION:

The General Appraisal Company is an international organization which has been continuously and exclusively engaged in appraisal practice since 1902. Clientele is served in the continental United States, Canada, Mexico, Alaska and Hawaii. The General Appraisal Company, a Division of The American Appraisal Company, Inc., has no other endeavors or affiliations which might influence its valuations.

### TYPES OF APPRAISALS:

Authoritative appraisals are prepared for every purpose including condemnation, acquisitions, mergers, sales and financing; for inheritance and other taxes; for the allocation of costs of recently purchased properties for income tax and accounting purposes; for insurance purposes. Appraisers are qualified to support their work as witnesses before the courts, or to substantiate valuations in the event of fire losses.

### SCOPE OF OPERATIONS:

The operations of the company are such that appraisals are made on all types of properties wherever located. The staff includes specialists qualified to appraise industrial, commercial, institutional, residential and service properties, appraisals are made for individuals, corporations, partnerships, commissions, and City, County, State and Federal Agencies.

### PERSONNEL:

Each member of the permanent staff is a selected, trained professional appraiser with long experience in property valuations. Most are members of the principal appraisal societies which promote high ethical standards in appraisal practice, and are also registered professionals under state laws where such licensing exists. Their competence and experience is backed by a consulting executive staff, together with an unexcelled technical and statistical library of factual data, developed over more than a half century.

### POLICY:

The highest codes of professional and ethical standards are observed in the preparation of all appraisal reports. Through out its long experience the General Appraisal Company has adhered to a policy of strict impartiality, and has earned an enviable reputation in its field through reliable service and contributions to the development of current appraisal techniques.

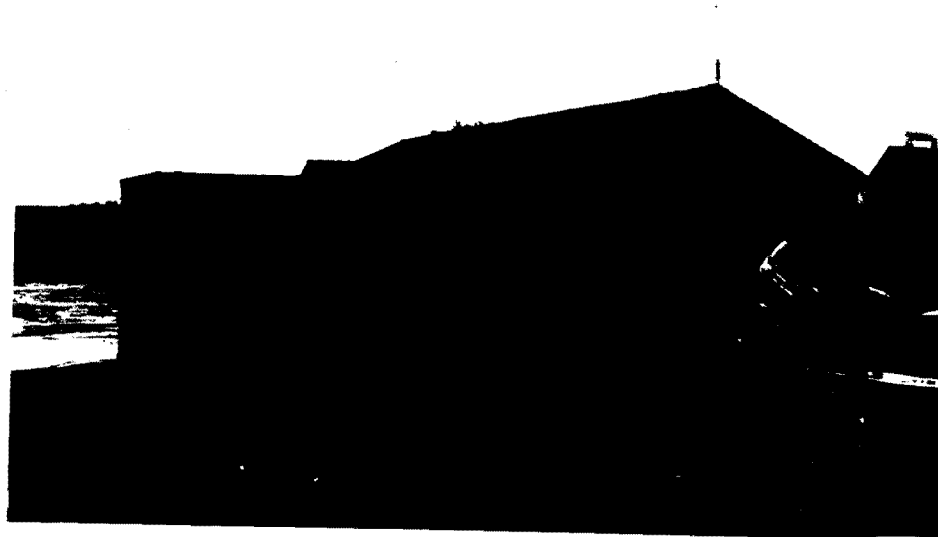
PART III - ADDENDA



SUBJECT PHOTOGRAPHS



OVERALL VIEW LOOKING NORTHEAST



VIEW OF OFFICE

SUBJECT PHOTOGRAPHS

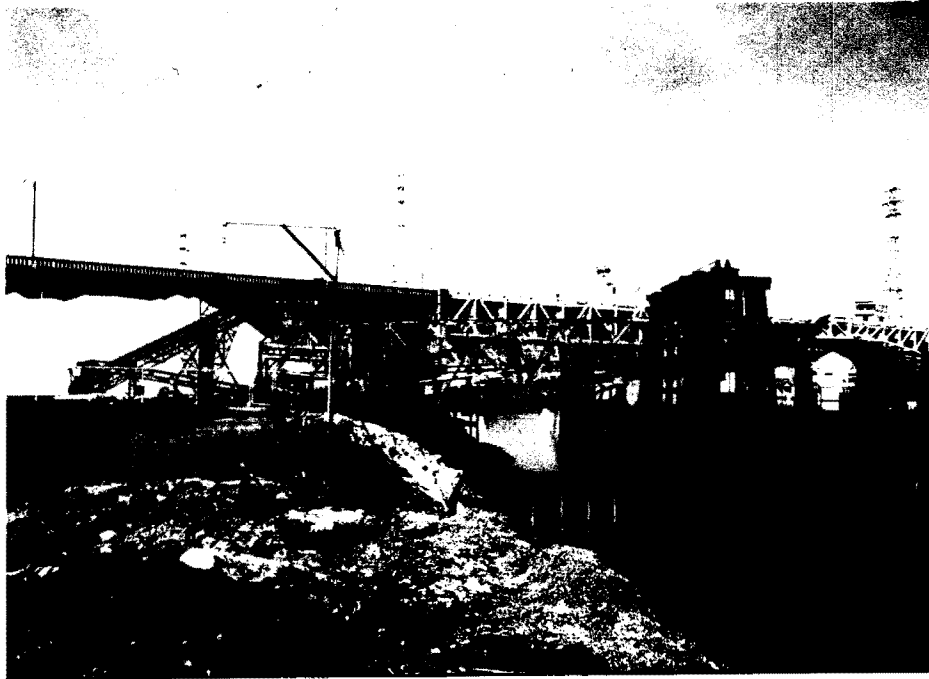


VIEW OF ORIGINAL SHOP (RIGHT)  
NEW SHOP (LEFT)



VIEW OF NEW SHOP & GAS ISLAND

SUBJECT PHOTOGRAPHS



VIEW OF BARGE RAMP

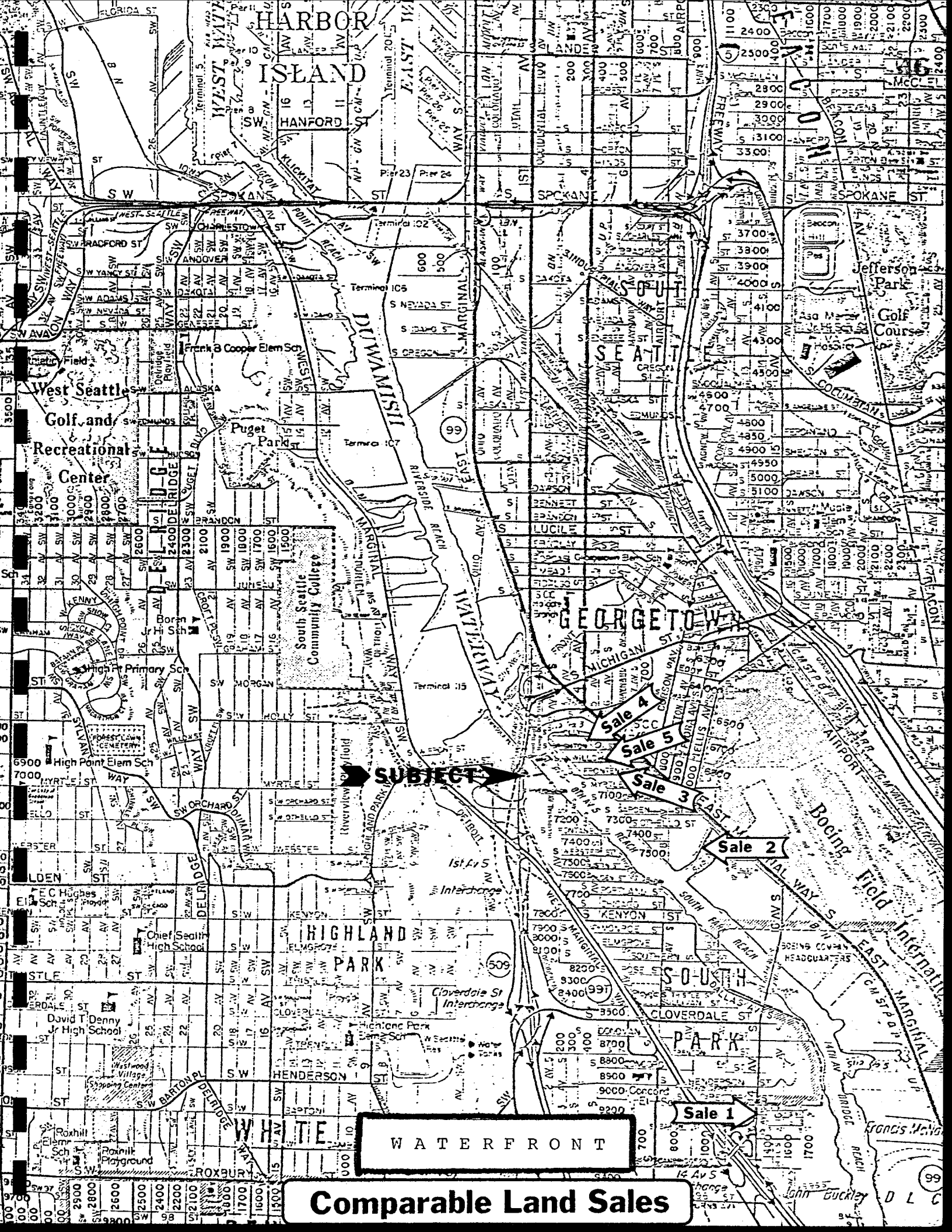


VIEW OF CITY PERMIT LAND

SUBJECT PHOTOGRAPHS

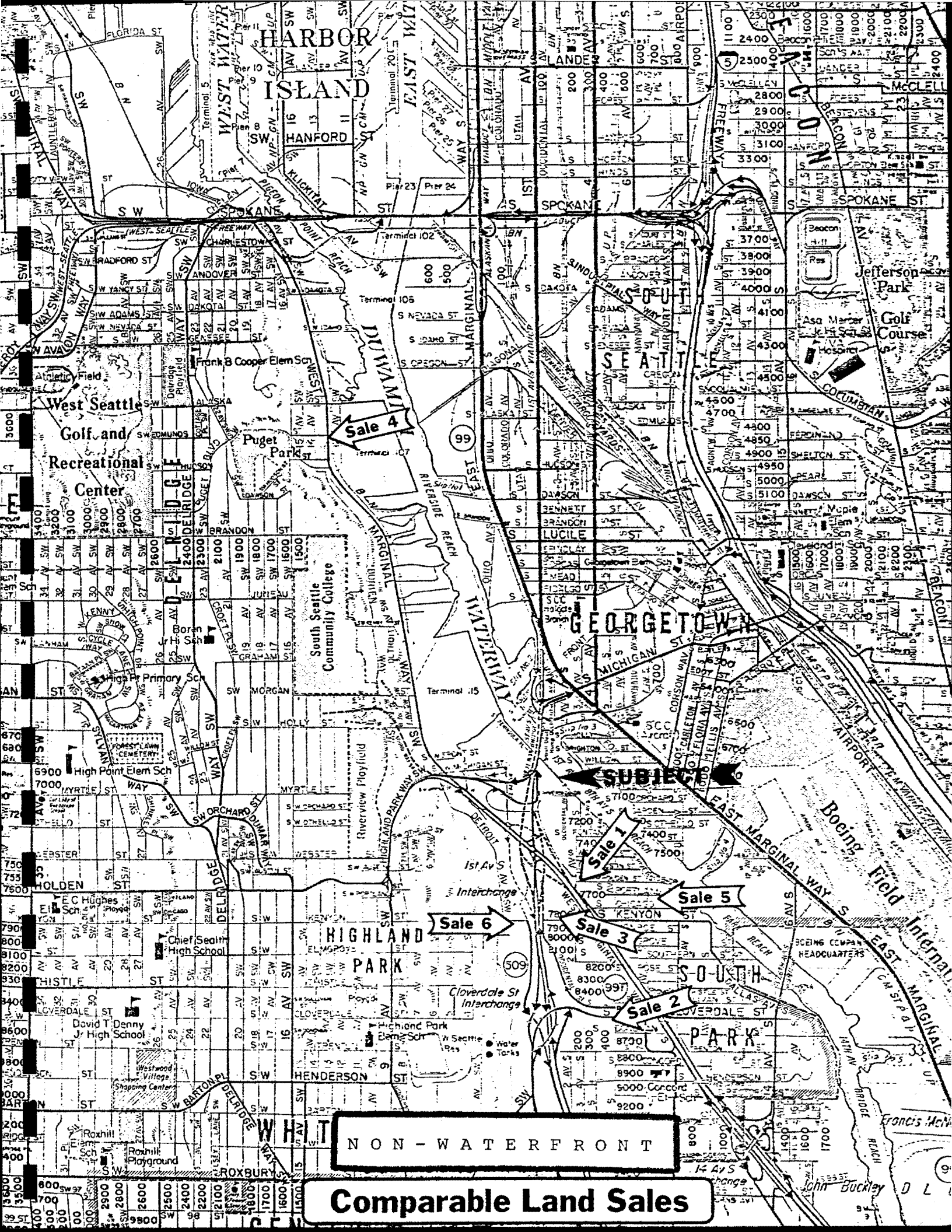


VIEW OF CITY PERMIT LAND (FOREGROUND)  
STATE LAND (BACKGROUND)



WATERFRONT

# Comparable Land Sales



NON - WATERFRONT

**Comparable Land Sales**



## WATERFRONT

GRANTOR: Osberg Construction Co. & Manson Construction Co.

GRANTEE: Harvey M. Anderson, et ux

LOCATION: 9127 - 14th South

LEGAL DESCRIPTION: Portion of John Buckley Donation Claim No. 42 together with abandoned Duwamish River bed in Sections 32 & 33, Township 24N, Range 4 E.W.M. Lengthy description, a copy of which is retained in the appraiser's file.

DATE OF SALE: 1/15/79

SALE PRICE: \$2,400,000

TERMS OF SALE: Cash to Seller

SIZE: Irregular

AREA: 22.9 Acres = 997,524 SF - 675' frontage

ZONING: MH, Heavy Manufacturing

UTILITIES: All

PROPERTY DESCRIPTION: A fairly level, near grade site with access from 14th Ave. South and 93rd Street. Site requires some fill before development. A 40'x100' concrete barge pier on piling was included but has minor value compared to land. Now being developed into Sea King Industrial Park.

HIGHEST AND BEST USE: Light to Medium Industry

ANALYSIS:

\$2,400,000 for 997,524 SF = \$2.41/SF



## WATERFRONT

GRANTOR: Port of Seattle

GRANTEE: Walker Bank and Trust Company

LOCATION: 7500 - 8th Ave. South

LEGAL DESCRIPTION: Portions of Lots 1 through 5, 9 through 11, "D" in Block 6, Tracts 5 - 10 and vacated Webster Street and Fontanelle Street, Duwamish Industrial Addition. A lengthy description, a copy of which is retained in the appraiser's file.

DATE OF SALE: 12/12/78

SALE PRICE: \$1,500,000

TERMS OF SALE: Cash to Seller

SIZE: Irregular

AREA: 12.1 Acres

ZONING: IG, General Industrial

UTILITIES: All

PROPERTY DESCRIPTION: A level, at grade vacant site with 318' frontage on the Duwamish Waterway, 1,125' frontage on Waterway Slip No. 4, and 675' frontage on 8th Avenue South. The site has recently been leased based on a value of \$4.25 per square foot.

HIGHEST AND BEST USE: Marine oriented manufacturing

ANALYSIS:

\$1,500,000 for 12.1 Acres = \$125,000/Acre  
= \$2.87/SF



WATERFRONT

GRANTOR: Ideal Corp.

GRANTEE: South Park Investment Co.

LOCATION: 6901 Fox Avenue

LEGAL DESCRIPTION: Tracts 15, 16, & 17, Portion tracts 18 & 19  
King County Industrial Tracts.

DATE OF SALE: 9/26/76

SALE PRICE: \$650,000

TERMS OF SALE: Cash

SIZE: 835' +/- x 364'

AREA: 5.33 Acres - 364 Feet Frontage

ZONING: IG, General Industrial

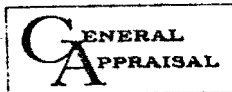
UTILITIES: All

PROPERTY DESCRIPTION: A level, at grade site with indirect somewhat difficult access. Improved with older buildings which were removed. Frontage on Duwamish River was undeveloped at date of sale.

HIGHEST AND BEST USE: Industrial

ANALYSIS:

\$650,000 for 233,000 SF = \$2.78/SF



## WATERFRONT

GRANTOR: Peter Pan Seafoods, Inc.

GRANTEE: Marine Power & Equipment Company, Inc.

LOCATION: 6701 Fox Avenue

LEGAL DESCRIPTION: Portion of west half of L.M. Collins Donation Claim No. 46

DATE OF SALE: Oct. 6, 1977

SALE PRICE: \$847,500

TERMS OF SALE: Cash

SIZE: Irregular

AREA: 7.35 Acres (320,000 SF)

ZONING: IG, General Industrial

UTILITIES: All

PROPERTY DESCRIPTION: A level, at grade site fronting on the Duwamish Waterway. Approximately 50% of the site is submerged land. Improvements included old shipways, dock, old manufacturing building and cranes of little value. Purchased for a new shipbuilding site.

HIGHEST AND BEST USE: Industrial

ANALYSIS:

\$847,500 for 320,000 SF = \$2.65/SF



## WATERFRONT

GRANTOR: Reliable Transfer & Storage

GRANTEE: Marine Power & Equipment Company

LOCATION: 6803 Fox Avenue

LEGAL DESCRIPTION: Lots 6 & 7, King County Industrial Tracts

DATE OF SALE: 2/16/78

SALE PRICE: \$750,000 + \$20,000 option purchase price

TERMS OF SALE: \$280,000 down/\$10,000 per month/prime +1-3/4%

SIZE: 379.5' x 839.41'

AREA: 5.3 Acres (230,838 SF) - 380' frontage

ZONING: IG - General Industrial

UTILITIES: All

PROPERTY DESCRIPTION: A level, at grade site fronting on the Duwamish Waterway. Approximately 90% is uplands. The site was improved with an old brick building of little value. Access is not the best. Purchased for a new shipbuilding site along with Sale No. 4.

HIGHEST AND BEST USE: Industrial

ANALYSIS:

\$770,000 for 230,878 SF = \$3.34/SF



## WATERFRONT

GRANTOR: Midtown Investment Company

GRANTEE: Washington Fish & Oyster Company

LOCATION: 1100 W. Ewing

LEGAL DESCRIPTION: A portion of Block 2, Seattle Tide Lands and portions of Blocks 13, 14, and 24 of Ross Addition to Seattle.

DATE OF SALE: 11/14/77

SALE PRICE: \$1,800,000

TERMS OF SALE: Cash

SIZE: Irregular

AREA: 9.2 Acres (400,750SF) with 740 Front Feet

ZONING: IG, General Industrial

UTILITIES: All

PROPERTY DESCRIPTION: A level, filled at grade waterfront site on the west entrance to the Washington Ship Canal. The southwest corner of the site is improved with a 37,000 square foot concrete office/warehouse built in 1957. The balance of the site has recently been improved with a concrete fish processing plant.

HIGHEST AND BEST USE: Industrial

ANALYSIS:

|                               |                    |
|-------------------------------|--------------------|
| Sales Price                   | \$1,800,000        |
| Less estimated building value | 370,000            |
|                               | <u>\$1,430,000</u> |
|                               | = \$3.57/SF        |

NONWATERFRONT

GRANTOR: Seattle Trust & Savings Bank, Trustee for Paul W. Delaney

GRANTEE: Warehouse Associates

LOCATION: 205 South Holden

LEGAL DESCRIPTION: Lots 24 through 45 inclusive, Block 37 River Park except roads.

DATE OF SALE: 3/20/78

SALE PRICE: \$138,000

TERMS OF SALE: Cash to seller

SIZE: Irregular

AREA: 55,000 Square Feet +/- = 1.26 Acres

ZONING: IG - General Industrial

PROPERTY DESCRIPTION: A level, at grade corner site with 280 foot frontage on South Holden Street, 250 foot frontage on S. Portland St. and 140' frontage on 2nd Ave. South. Access is good considering the three street frontages. All city utilities are available. Now developed with new warehouse.

ANALYSIS:

$$\$138,000 \div 55,000 \text{ SF} = \$2.51/\text{SF}$$

NONWATERFRONT

GRANTOR: Lynden Transport, Inc.

GRANTEE: John V. Farrell

LOCATION: Trenton Street at Cloverdale Street Interchange

LEGAL DESCRIPTION: Portion of SW $\frac{1}{4}$  of NW $\frac{1}{4}$ , Section 32, Township 24N, Range 4E.W.M.. A lengthy description, a copy of which is retained in appraiser's file.

DATE OF SALE: 3/29/79

SALE PRICE: \$1,088,000

TERMS OF SALE: SWD Cash to seller

SIZE: Irregular

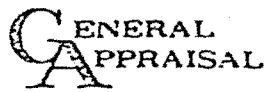
AREA: 400,000 SF

ZONING: IG, General Industrial

PROPERTY DESCRIPTION: A fairly level, slightly below grade tract vacant at date of sale. Tract is now being developed with Commercial/Industrial Park. Fill required before developed. All utilities are available. Access is good but not ideal due to traffic congestion.

ANALYSIS:

\$1,088,000 for 400,000 SF = \$2.72/SF



COMPARABLE LAND SALE NO. 3

NONWATERFRONT

GRANTOR: Ruby M. Newton

GRANTEE: B & G Auto Wrecking

LOCATION: N. E. corner S. Kenyon St. & First Ave. So.

LEGAL DESCRIPTION: South 550' of Gov. Lot 16, Section 29, Township 24N, Range 4E.W.M. as measured from the northerly margin of S. Kenyon Street. Complete legal on file.

DATE OF SALE: 1/10/79

SALE PRICE: \$320,000

TERMS OF SALE: Cash to seller

SIZE: Irregular

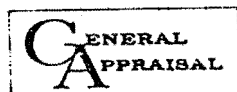
AREA: 143,750 SF +/- = 3.3 Acres

ZONING: IG - General Industrial

PROPERTY DESCRIPTION: A level, at grade corner site with no access frontage on First Ave. So. Access is provided from S. Kenyon St. Site was purchased as a wrecking yard but improvements contribute little value. Building is old, wood frame structure with only 552 SF. All utilities are available.

ANALYSIS:

\$320,000 for 143,750 SF = \$2.23/SF



COMPARABLE LAND SALE NO. 5

NONWATERFRONT

GRANTOR: Emil Youngquist, et al

GRANTEE: Steve Gratzner, et al

LOCATION: S.E. corner 7th South & South Portland St.

LEGAL DESCRIPTION: Lots 18 through 39 inclusive, Block 30, River Park

DATE OF SALE: 12/20/78

SALE PRICE: \$210,000

TERMS OF SALE: \$50,000 Down/\$1,500 per month/10½% interest

SIZE: 200'x275'

AREA: 55,000 SF

ZONING: IG, General Industrial

UTILITIES: All

PROPERTY DESCRIPTION: A level, at grade site with frontage on all sides except on the east, the tract at date of sale was mostly vacant except for a 900 SF single story, wood frame shop and office of little value.

HIGHEST AND BEST USE: Light Industrial

ANALYSIS:

\$210,000 for 55,000 SF = \$3.82/SF





## NONWATERFRONT

GRANTOR: Michan P. Yousoufian, et ux

GRANTEE: Viv T. Kidd, et ux & A. Wesley Roberts, et ux

LOCATION: S.W. corner South Kenyon St. & 1st Ave. South

LEGAL DESCRIPTION: Portion of the NE $\frac{1}{4}$  of the NE $\frac{1}{4}$  of the NE $\frac{1}{4}$ , Section 31, Township 24N, Range 4 E.W.M. A lengthy description, a copy of which is retained in appraiser's file.

DATE OF SALE: May 24, 1979

SALE PRICE: \$662,640

TERMS OF SALE: \$346,500 WD 316,140 REC \$5,000 Down/\$2,333.28 per month/  
9% interest.

SIZE: Irregular

AREA: 272,360 SF more or less

ZONING: IG, General Industrial

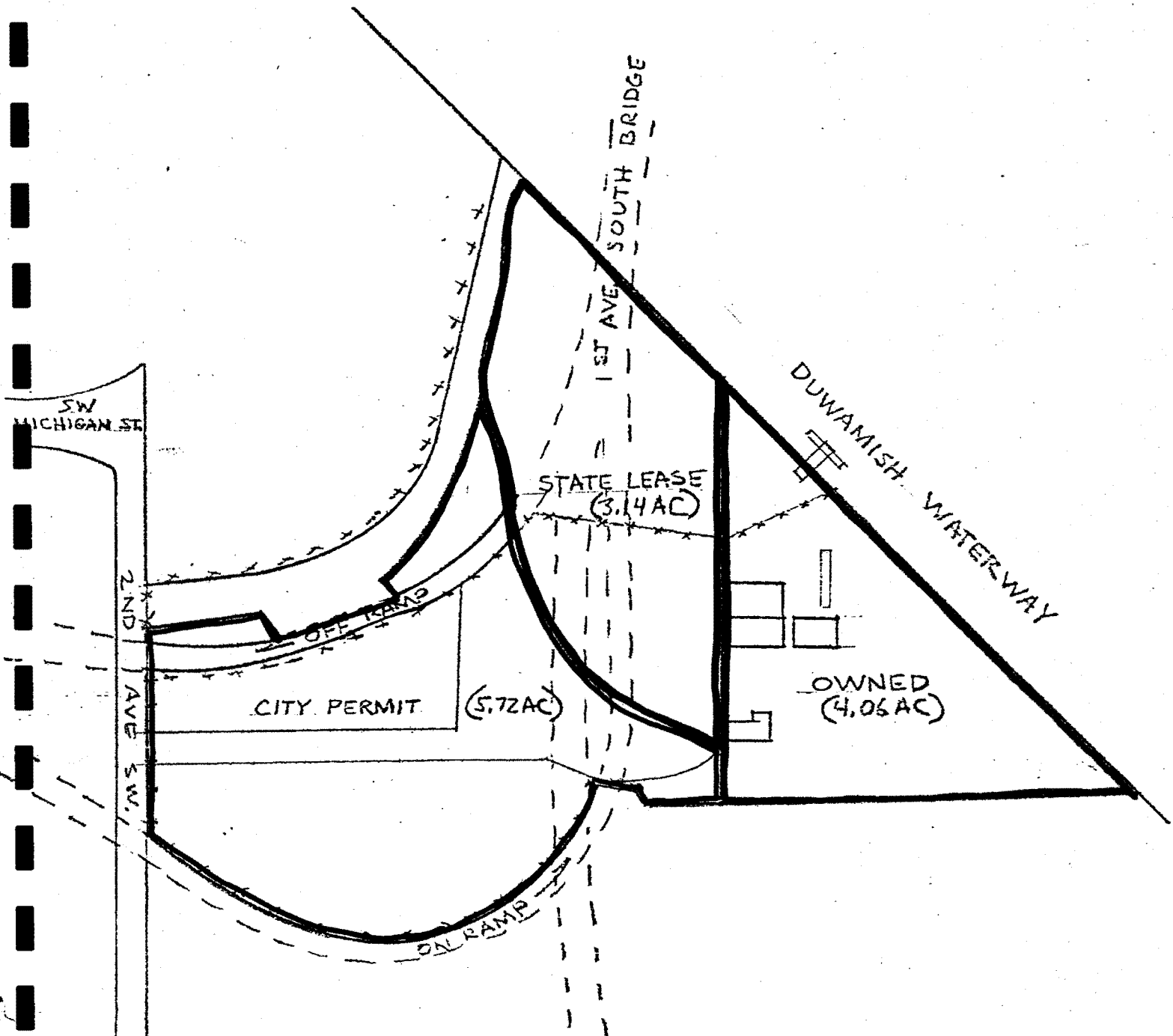
UTILITIES: All

PROPERTY DESCRIPTION: A level, at grade corner site with 595' frontage on Kenyon Street, 422' frontage on 1st Ave. South. East 2/3 of site is now being developed with a new warehouse for Globe Transfer and Storage. Access to major arterials is somewhat difficult from the site.

HIGHEST AND BEST USE: Light Industrial

ANALYSIS:

\$662,640 for 272,360 SF = \$2.43/SF



**Site Plan**